		Release 2002/08/08 : CIA-RDP82-00		AC
	CLASSIFICA CEN	SECURITY INFORMATION ITRAL INTELLIGENCE AGENCY	REPORT NO.	
	INFO	RMATION REPORT	CD NO.	25X1A
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- b. The following railroad stations are to be converted into stations for long distance traffic of passenger trains: Drewitz; Baumschulenweg; Lichtenberg, which at present still has a wooden platform; Potsdam for the line to Magdeburg; and an undetermined number of stations on the north. The passenger traffic no longer passes through the Western sectors.
- c. Some express trains still pass through the Testern sectors but not those which depart from the Nord and Anhalter railroad stations and which are rerouted to the rail circuit via the interurban railroad. The express trains to Eagdeburg and Dessau still pass through West Berlin from the Lehrter railroad station as far as Neubabelsberg; however, they no longer stop at the Zoo railroad station which is on this line. The only trains which still stop at West railroad stations are interzonal trains. It is still not definitely clear whether payment for tickets will be made with eastmarks or westmarks.
- d. These measures were taken in great haste. As a result, no office had timetables nor was able to give information to the public, and no station master was informed about the train schedules.
- e. Twenty minutes were added to the time required for checks at the railroad stations and the summer timetable was made on this basis. It is therefore possible for the Volkspolizei to make more rigid checks of trains and passengers.

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(1) Information indicating that rails and ties were removed from tracks in railroad stations to obtain material for the Soviet Zone railroad system was previously received.

As Berlin belongs to 25X1A the Soviet Zone Berlin regipnal railroad hoadquarters, this office attempts to obtain rails from the railroad stations located in the West sectors.

(2) This information is received for the first time. An attempt to reroute interurban trains to the Eastern sector was made during the first blockade of Berlin. The only crossing suited for the purpose was at the Hamboldthain interurban station which is in the French sector. Thus the attempt could be frustated. The newly planned connection is in the Soviet sector. However, the Soviets are already able to reduce or to stop

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interurban traffic because most of the interurban trains reach railroad stations in the East sector during the night. The Janusee railroad station which is located in the U.S. sector is the only exception. See also Comment (3) of this report.

(3) This information is received for the first time. The electrification of this line was not contained in the previous construction program. Wannese is the last maintenance shop in the Western sectors of Berlin and is used for sidetracked interurban trains. Electrification as far as Drewitz, which is in the Soviet-controlled area, would make it possible to keep trains in the Soviet sector and thus eliminate the danger of a detainment of interurban trains by the Western Powers.

(h) These measures are already reflected in the 1952 summer timetable which became effective on 18 May. They are directed against West Berlin and are part of the Eastern reaction against the contractual agreement.

(5) This measure, too, is part of the aforementioned reaction and plans to completely seal off the Soviet Zone of Germany from the West.

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